and whether Government have fixed the responsibility in this regard;

(d) the manner in which Government propose to utilise the equipment; and

(e) whether the issue has been taken up with the Dutch Government and if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) This item relates to the acquisition of a second-hand self-propelled cutter suction dredger 'Aquarius' by the DCI which has total installed power of 17,500 HP with 2,700 HP on the cutter shaft. It has been acquired for dredging in the river Hooghly and also for doing other major dredging jobs. The news item published does not give a correct picture.

(c) The expenditure involved in the acquisition of the dredger is 24.477 million Dfl. The question of fixing responsibility does not arise.

(d) It has already completed a dredging job in Haldia Docks. It is now scheduled to take up dredging job on the West Coast, after completion of which it will be deployed for dredging in the Hooghly river by December, 1992.

(e) Does not arise.

पोतों के शुष्क डाकयार्ड

2213. **कुमारी सुशीला तिरिया:** क्या जल भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि देश में पोतों के लिए शुष्क डाकयार्डों की सुविधाएं अपर्याप्त हैं;

(ख) यदि हां, तो पिछले वित्तीय वर्ष के दौरान सरकार ने इस प्रयोजन हेतु कितनी विदेशी मुद्रा व्यय की थी; और

(ग) क्या सरकार देश में इस सुविधा का विस्तार करने का विचार रखती है, यदि हां, तो तत्संबंधी ब्यौरा क्या है?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाईटलर): (क) जी, हाँ।

(ख) जहाजों की मरम्मत के लिए 1990-91 के दौरान विदेशी मुद्रा के रूप में 147.47 करोड़ रु० व्यय हुए।

(ग) जहाज मरम्मत उद्योग, निजी क्षेत्र के लिए खुला हुआ है और सरकार अपने नियंत्रणाधीन नई सुविधाओं के सृजन की बजाए राज्य सरकारों से प्रोत्साहक सहायता के साथ-साथ निजी क्षेत्र अथवा संयुक्त क्षेत्र की नई ईकाइयों को प्रोत्साहन देना पसंद करेगी।

Assistance to Madhya Pradesh under Central Road Fund

2214. SHRI KAILASH NARAIN SARANG: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that Government of Madhya Pradesh had sent proposals under the Central Road Fund on the 3rd October, 1989 to his Ministry involving an outlay of Rs. 92.83 crores for the year 1989-90;

(b) whether it is a fact that Government have so far cleared only 5 projects involving an outlay of Rs. 215 lakhs;

(c) if so, what action Government have taken on the remaining proposals received from the State Government; and

(d) by when the funds for the remaining projects are likely to be made available to the State Government?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir.

(c) and (d) Since actual augmentation of Central Road Fund against which the proposals were invited, has not yet taken place in accordance with Revised Resolution adopted by the Parliament on 13.5.1988, it is not possible to process the remaining proposals unless and until the Fund is augmented. It is too early to indicate the time for approval of these proposals since decision about augmentation of the Central Road Fund is yet to be taken.

Condition of National Highway No. 52

2215. SHRI NYODEK YONGGAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that deplorable condition of National Highway No. 52 from Bandordewa (Arunachal pradesh) to JONAI (Assam) is due to unusual delay in construction of minor bridges and replacement of semi-permanent bridges; and

(b) if so, what remedial steps Government have taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) No, Sir. National

Highway No. 52 from Bandordewa to Jonai is in a traffic-worthy condition as all the bridges on this reach are capable of carrying truck traffic. The temporary bridges are being replaced by permanent bridges in a phased manner subject to availability of funds.

Expenditure on Development of Ports

2216. SHRI RAMACHANDRAN PILLAI: Will the Minister of SURFACE TRANSPORT be pleased to state the schemes launched and the expenditure incurred on the development of Ports during the last three years, State/Union Territory-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): A statement showing details of expenditure incurred during the last 3 years on the development of ports under the control of the Central Government and the schemes costing more than Rs. 5 crores is place on the Table of the House.

Statement

(A) Details of yearwise expenditure on development of ports under the control of central Government for the last three years is as follows:

(Rs. in crores)

Port	1988-89	1989-90	1990-91
Calcutta (West Bengal	10.68	46.06	39.66
Bombay (Maharashtra)	16.11	12.42	12.47
JNPT (Maharashtra)	306.28	122.59	32.95
Madras (Tamil Nadu)	4.80	21.84	33.23
Cochin (Kerala)	14.27	19.54	26.78
Vizag (Andhra Pradesh)	16.17	15.38	18.06
Kandla (Gujarat)	10.63	14.06	3.33
Mormugoa (Goa Daman & Diu)	1.50	3.30	4.72
Paradip (Orissa)	3.00	4.40	8.45
New Mangalore (Karnataka)	3.25	4.11	2.01
Tuticorin (Tamil Nadu)	1.78	1.32	2.17

(B) *Schemes Costing Rs. 5.00 crores and above*

Kandla (Gujarat)

Seventh Cargo berth (Rs. 29.80 crores)

Cochin (Kerela)

Procurement of container handling equipment (ADB Scheme)- Rs. 53.11 crores

Madras (Tamil Nadu)

1. Extension of container terminal at Bharthi Dock- Rs.53.96 crores